

Today's
Advertisements.

**THEATRE ROYAL
CITY HALL**
Lectures: MESSRS. POLLARD.

**POLLARD'S
LILLIPUTIAN OPERA
COMPANY.**

TO-NIGHT!
(SATURDAY) and MONDAY,
August 7th and 8th.

For the first time in Hongkong,
Lecocq's Military and Spectacular Comic Opera
in 3 Acts

"THE LITTLE DUKE,"

TUESDAY, August 10th.
"H.M.S. PINAFORTE."

WEDNESDAY, August 11th.
"LES CLOCHES DE CORNEVILLE."

Plan at W. ROBINSON & Co's, Music Ware-
house.

PRICES:\$3, \$2 & \$1.
Soldiers and Sailors in Uniform Half Price to
and Back Seats only.

Late Trains will leave 15 minutes after each
Performance.

C. A. POLLARD, Manager.

Hongkong, 7th August, 1897. [1214]

THE ROYAL STEAM RIDING GALLERY,
WEST POINT.

OPEN EVERY EVENING.

FROM 5 P.M. TO 12 P.M.

EXHILATORY EXERCISE.

Has a fascinating attraction for old and young;
everybody should try it.

Hongkong, 6th August, 1897. [1210]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI,"

FROM LONDON, COLOMBO AND
STRAITS.

Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Suffolk*.
From Madras, ex S.S. *Sundara*.

Optional Goods will be loaded here unless
instructions are given to the contrary before 4
P.M. TO-DAY.

Goods not cleared by the 12th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damage to Goods, except such as may be
done by the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 7th August, 1897. [1215]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE, MOJI AND SHANGHAI.

THE above Steamship having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersign-
ature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1216]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"TEKOA,"

will be despatched as above on SATURDAY,
the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1217]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

to sail at Noon on the 17th August, 1897.

S.S. "LENNOX," to sail about 3rd August, '97.

S.S. "PANTHER," to sail about 10th Sept., '97.

S.S. "BEREMAN," to sail about 24th Sept., '97.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1218]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for GLASGOW,
CENTRAL PORT, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davis, will be despatched as above
on WEDNESDAY, the 18th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 7th August, 1897. [1219]

"SHELL" LINE OF STEAMERS.

FOR LONDON,

THE Company's Steamship

"EUPLECTELA,"

Captain Morris, will be despatched as above
on FRIDAY, the 20th instant.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 7th August, 1897. [1219]

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions
from H. M. NAVAL STOREKEEPER
to Sell by

PUBLIC AUCTION

ON
WEDNESDAY, the 18th August, 1897,
AT NOON,
at H. M. NAVAL YARD.

SUNDRY NAVAL AND VICTUALLING
CONDENSED STORES,

Comprising:—
OLD IRON, PAPER STUFF, RAGS
CANVAS, CLOTHING, IMPLEMENTS, &c.

TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th August, 1897. [1213]

FOR SHANGHAI.

THE Steamship

"NANYANG,"

Captain Th. Lehmann, will be despatched for the
above Port on TUESDAY, the 10th instant, at
5 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 7th August, 1897. [1216]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [1292]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT.

MANUFACTURERS
OF
AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
grassy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY,

Hongkong, 1st April, 1897. [1219]

BIRTHS.

On July 20th, at Bangkok, the wife of STANLEY
S. FLOWER (5th Fusiliers), of a daughter.

At Norfolk Terrace, 39, Broadway, Shanghai,
on the 1st instant, the wife of JOHN FORD, of a
daughter.

DEATH.

On the 29th inst., at "Dunelm," Singapore,
the residence of D. C. Neave, ROBERT CUMMING
HENDRICK, aged 26, second son of the late James
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Ayrshire.

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POST OFFICE BUNGLING.

THE HONGKONG P.O. AGAIN.

The Chinese correspondent of the *Norfolk Daily News*, in a long and interesting letter to that paper, bitterly complains of the carelessness and stupidity of the officials of the new Imperial Post and also of the Hongkong Post Office. He says "The downward mail which goes by boat to Ichang goes forward with perfect regularity, but since the advent of the Imperial Post, the average time from Shanghai up has been increased from 25 to nearly 35 days. This is apparently due to an absence of proper organization on the part of the new Imperial Postmasters, in the first instance, and also to the marked ill-will of all the pre-arranged post offices—foreign as well as Chinese." The great grievance, however, appears to be at the door of the Hongkong Post Office, and our officials apparently being as little capable of sensible organization as their colleagues of the Imperial Post as the following extract from the letter will show—"With regard to our home mails, it appears that the Hongkong Post Office forwards letters, destined for the West, to the British Consulate in Hankow instead of to the British Post Office in Shanghai, and, as the Imperial Post will not accept letters from home at other places than Shanghai, our home mails have to be returned again to Shanghai before they can be brought on here. Your correspondent received yesterday his home mail enclosed in Chinese cover from Ichang and forwarded by a native Chinese courier, who, of course, he had to pay. Other letters have come through the Consul here who objects to be their recipient. Our London mail of the 7th of April has disappeared altogether, and the Imperial Postmasters are dumb. Parcels and patterns from home are constantly missing. All this shows that Commission of customs may be great men in their way, but they cannot run the post."

THE REBELLION IN BORNEO.

MILITARY OPERATIONS AGAINST MAT SALLEH.

SINGAPORE, July 29th. As supplementing our special telegrams from Labuan announcing Mat Salleh's rebel raid on Gaya and looting and burning of the town with some loss of life, we now give, from our Labuan correspondent, some details of the measures taken to deal with the rebel leader and his stronghold on the Ibanan River. The more serious part of the affair is the apparent tendency to complicity with the said on the part of local natives, as well as the probability that the said was either planned in Brunei, or even supported secretly by the Sultan of that State. If this latter prove to be the case his position will be very seriously compromised.

Our correspondent writes—As I wired you on the 20th, Messrs Hewitt and Wheatley returned from their part of the expedition against Mat Salleh on the 21st of the 19th and I have now had an opportunity of hearing all that happened from one who was there.

All that I have said up to date has been pretty fairly correct. The town on Pulau Gaya was still burning when the *Ramus* arrived there on the afternoon of 19th, in fact the wharf and some of the houses were not fired until the *Ramus* was actually in sight. On the island there are, in addition to the little town which is occupied by traders and other decent folk, two kampungs of Bajaws, and these made common cause with the rebels and were the strongest hold up of the Ibanan River. The more serious part of the affair is the apparent tendency to complicity with the said on the part of local natives, as well as the probability that the said was either planned in Brunei, or even supported secretly by the Sultan of that State. If this latter prove to be the case his position will be very seriously compromised.

They first attempted to escape in their boats, but the tide being out and the *Ramus* somewhat in the way, they returned to the land, men were landed and a desperate attempt made to cut them off, but they had the start and the legs too, I expect, of the Police. At all events they got away into the jungle, only one old man being captured. The force landed, it was not long before some of the Chinese, who in addition to having been made to pack and store their own goods in the enemy's boats, had been taken to Ibanan and made to do cooie work there also, turned up, and from them it was learned that the enemy, with Mat Salleh at their head, were strongly fortified close to the mouth of the Ibanan and had mounted two guns, that they had announced their intention of attacking the *Ramus* and also of visiting all the Company's outstations.

Well, they had not attacked the *Ramus*, but that was no reason why you could not carry out the rest of the programme. It seems probable, too, that the position of the rebels was too strong, both in numbers and position, for Mr. Hewitt's force, particularly as the free Dyaks had shown themselves to be entirely unreliable, so, leaving a dozen men in the steam launch *Enterprise* to guard the mouth of the Kwala, Messrs. Hewitt and Wheatley made a detour and visited the stations at Putatan, Ambong, and Abai, fortunately in time to save them and bring away the police from each to strengthen their own little force. They were also fortunate in picking up Mr. Ormsby, the officer in charge of the district and he too joined Mr. Hewitt's force. They then again turned their faces for the Ibanan River. Coming down stream, they burned two or three villages which they found to be literally stocked with Gaya loot. Arrived at the fort it was found too strong for the force at Mr. Hewitt's disposal, so taking up a position of observation, Mr. Wheatley was sent down to the Kuala to find the launch *Enterprise* and bring up provisions.

On the morning of the 27th he returned, with H. E. Governor Beaufort, Capt. Reddie, Mr. Witham, some Sikh Police, a Maxim, and a mountain gun. The fort was at once attacked, but the enemy were evidently fully aware of the arrival of the reinforcements and in the night had fled into the jungle, taking with them most of the plunder, but to show that they were these people carry about, they left behind a crowd, a guinea pig, and muscovy duck, and were duly brought by Mr. Hewitt to Labuan. The attack on the Fort over, Messrs. Hewitt and Capt. Reddie with the launch *Enterprise* to carry on the work. This Ibanan River is one of several along the coast which intersect the Borneo Company's territory but are still subject to the Sultan of Brunei, and it was these subjects residing on these rivers who on this occasion composed Mat Salleh's force. Indeed it is very probable that the raid was planned in Brunei, with the knowledge of the Sultan. Mr. Hewitt on his return to the *Norfolk* had seven large Brunei boats, all fully armed, but otherwise empty, sailing in the direction of the plunder. It is known that some long ago the head men of these independent rivers were all summoned to Brunei, and it never transpired what they went there for.

It is unfortunate that the Acting Consul, Mr. Maxwell, is away on sick leave at this time and that there is no one acting in his stead. It is also unfortunate that the Acting Consul at such a time, or indeed at any time, should be an official of the Borneo Company's service, as with the best intentions he could not help himself being hampered by his dual position and knowledge of the Company's affairs, which is judicially in a matter in which the Company was the injured party—*PHILIPPA*.

DEATH OF A PROMINENT COURT OFFICER.

Peking, according to an Imperial edict of the 31st July last, has lost a well-known personage in the death of Li Hung-shao, Assistant Grand Secretary and President of the Board of Civil Appointments, on the 30th ultimo after a lingering paralytic illness of many months. The late Assistant Grand Secretary was a native of Chihli province, which therefore loses two out of three of her most prominent men, *et cetera*. The late Grand Secretary Chang Chih-tung (cousin of the Viceroy Chang Chih-tung at Wuchang) who died last June, and the subject of the present sketch—the third and most famous being the well-known Chang Chih-tung, Viceroy of the provinces of Hunan and Hubei—By the death of this magistrate a great stumbling block to progress in the Celestial Empire has been removed.

CONSULAR MOVEMENTS.

The *Shanghai Mercury* of 3rd reports as follows:—Mr. R. W. Hurst, formerly H.B.M.'s Consul at Peking, is due here in a few days by the P. & O. steamer *Shanghai*, from London. Mr. Hurst will proceed to Chinkiang to succeed Mr. G. D. Phillips. Mr. Phillips, as has been stated already, comes to Shanghai. His *laissez-passer* and *passage* have preceded him.

Mr. H. R. Brady presently leaves Shanghai for Samah, on the West River, where he will commence his duties with the rank of full Consul.

Social considerations do not weigh with the Foreign Office in considering Consular changes, but we only endorse the feelings of our readers when we welcome Mr. Phillips once more to Shanghai we regret the departure of Mr. Brady for the South.

Mr. V. L. Savage, Acting-Clerk of H.B.M.'s Supreme Court, who has been seriously ill with typhoid, is now nearing convalescence. He will leave shortly for Japan to recuperate.

Mr. Claude MacDonald, H.B.M.'s Minister to Peking, has been urging upon the Imperial Government the special need which exists for the appointment of two full consuls at the two ports on the West River, and at the two posts on the Yunnan frontier. Provision has been made in the estimates for only one consul and an assistant at Samah, and the same on the Yunnan border; but it is hoped and believed that the consuls of Mr. Claude MacDonald will prevail at Downing Street, especially as they have economy among more important reasons to recommend them.

LATEST FROM THE NORTH.

NEW COTTON MILL.

SHANGHAI, August 2nd. We are requested by the General Managers of the Yeh-long Cotton Spinning Co., Ltd. (Messrs. Pearson, Daniel & Co.), to state that the company has been successfully floated, and that the allotment letters will be posted in the course of a day or two.

It is reported that the Hongkong and Shanghai Bank and the Deutsche Bank, with possibly a third institution, are negotiating a joint loan of £1,000,000 to China at a low rate of interest, the price of issue to be something under 8, and the security is what remains of the Customs and the salt revenue.—*N. C. Daily News*.

THE "GLENAGLE" ASHORE.

August 3rd. The Glen Usher *Glenagla* is ashore a little below Pheasant Point, having got aground this morning. The bottom is soft and no damage is to be feared. In all probability the *Glenagla* got ashore in avoiding one of the swarms of "junks" which are just now flooding around the Bar and in the neighbourhood. The next high tide will perhaps see the *Glenagla* off into deep water and on her way to Japan.

THE COTTON MILLS. The four foreign-owned cotton mills are just now experiencing the beginning of what may become a serious labour difficulty in the future. The machinery out of use already is rapidly increasing, and the high quality of the goods has invited a flood of orders, which cannot be fulfilled fast enough. The employees seem to be pretty well aware of the fact, for women, who are chiefly employed, are now standing out for and getting 28 cents and 30 cents a day for their labour which only a few months ago they had for 18 cents to 20 cents. It is reported that some of the men are now making a strike to another for the consideration of a cent or two a day increase; in a word "poaching" is practised. Where this will end it may not be difficult to predict, but at the outset it does not promise well for the new industry, in which so much foreign capital has been placed.

THE HUNDRED MILLION LOAN. The Chinese Government is just now in active negotiation with representatives of foreign syndicates at present in Shanghai for the loan of £100,000,000, out of which it is proposed to clear off the War Indemnity, and the arrangement is to be gradually assuming something like tangible shape.

It is reported that two of the syndicates may combine to handle the loan between them.

THE "YOKANG" IN COLLISION. The Indo-China steamer *Yokang*, hence to the south, was lying anchored in the stream yesterday morning, when a junk got across her bows, and was so badly stove in that she had to be beached to prevent her from sinking. The junk had a valuable cargo on board, most of which was unhurt. Scratched paint was the sum total of the injuries to the Indo-China liner.—*Mercury*.

DEATH OF MR. HAYES.

NEWCHANG 28th July. A correspondent of the *Mercury* writes from Newchang under date 28th July—Mr. A. P. Hayes, Jr., late Commissioner of Customs at this port, died last night at 8 o'clock. In December last Mr. Hayes was bitten by a mad dog, whilst endeavouring to administer medicine. His medical adviser, Dr. Daly, immediately ordered him to proceed to Saigon to undergo treatment at the Pasteur Institute. Being in the depth of winter, the first part of the journey had to be accomplished by land and the consequent delay made it doubtful whether any treatment would be effective. However, the cure was gone through, and Mr. Hayes appeared to be in the best of health until six days when a slight tingling in the part of the hand he was bitten in was felt. Gradually other symptoms of hydrophobia developed. Dr. Daly at once telegraphed to Saigon for co-operation and he did all that could be done, but without avail. When it became apparent that the case was hopeless, Mr. Hayes' relatives, all his earthly arrangements, and assigned himself to the inevitable. The end came some time was expected. Under the circumstances, he passed away quietly, the convulsions and other attendant symptoms being less severe than in most such cases. Mr. Hayes was much respected by his countrymen, and his death is a great loss to the community generally, and to the service of the Customs. His death is a great loss to the community generally, and to the service of the Customs. His death is a great loss to the community generally, and to the service of the Customs.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

CIVILIANS v. SOLDIERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—When I first addressed you on the above subject I had no idea that I would stir up such responsive chords in the breasts of any civilians as appear to have done. I heartily endorse the remarks of "A Civilian" in your issue of the 4th inst., but I confess to being puzzled over "Trademan's" letter of the 5th. Is it mildly sarcastic, or has a long sojourn in "these Far Eastern regions" caused him to adopt the flowery expressions of our Celestial neighbors? Anyway I find it hard to take him seriously. "Tommy" also has very warm words for his soldiers, "Trademan," but I do not go so far as to ask that we "eat drink and make merry" at your expense, although, if meant, we thank you; but what we do ask is that our uniforms shall be treated as a badge of honor, not a mark of disgrace. Let us be treated as full men, and, if found worthy, not be "cut." 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IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND
IN THE MATTER OF AN APPLICATION ON BEHALF OF WILKINSON HEYWOOD & CLARK, LIMITED, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that WILKINSON HEYWOOD & CLARK, LIMITED, carrying on business at No. 7, Caledonia Road, King's Cross, in the City of London and at Victoria in the Colony of Hongkong and elsewhere have, on the 6th day of May, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company. The said Trade Marks have been or are intended to be used in respect of OILS, PAINTS, COLOURS, VARNISHES and FRENCH POLISH Manufactured and Sold by the said WILKINSON HEYWOOD & CLARK, LIMITED.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Underigned.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER, Solicitors for WILKINSON HEYWOOD & CLARK, LIMITED.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 20 of 1895)

AND
IN THE MATTER OF THE APPLICATION OF LO CHEONG, of Tai Ping Bridge, Canton, in the Empire of China, TRA DEALER, FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that LO CHEONG, of Tai Ping Bridge, Canton, in the Empire of China, carrying on business alone at Tai Ping Bridge, Canton, under the Style of YAU KEE, as a TEA DEALER has, on the 15th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of YAU KEE.

The said Trade Marks have been or are intended to be respectively used in respect of LO KEI SENG PAU CHONG TEA TEAS in Boxes or Packages, however packed, belonging to or dealt in by the said YAU KEE.

Facsimiles of the said TRADE MARKS can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Underigned.

Dated the 15th day of May, 1897.

JOHNSON, STOKES & MASTER, Solicitors for YAU KEE.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannah, will be despatched as above on WEDNESDAY, the 11th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1897. [1186]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MEDUSA,"

Captain T. Andrich, will leave for the above places on THURSDAY, the 12th instant.

For Freight or Passage, apply to

SANDER & Co. Agents.

Hongkong, 5th August, 1897. [1205]

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above, about 15th August, a.c.

For Freight, apply to

MELCHERS & Co., Agents.

Hongkong, 22nd July, 1897. [1215]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Boudier, will be despatched as above on WEDNESDAY, the 12th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1897. [1217]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Barbour, will be despatched for the above Ports TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 7th August, 1897. [1204]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Commerville, will be despatched as above TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th August, 1897. [1195]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHIWANG.

THE Company's Steamship

"PACIFIC,"

Captain Cyle, will be despatched as above on MONDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1196]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on MONDAY, the 9th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th August, 1897. [1209]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above Ports on MONDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 6th August, 1897. [1211]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR KOBE (DIRECT).

THE Company's Steamship

"KAMAKURA MARU,"

Captain N. Trenn, will be despatched as above on TUESDAY, the 10th instant, at Daylight.

This Steamer is fitted with Superior Accommodation for First and Second-class Passengers and is lighted by Electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 3rd August, 1897. [1199]

"WARRACK" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BRAEMAR,"

Captain Porter, will be despatched for the above Ports on TUESDAY, the 10th instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 6th August, 1897. [1210]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports on TUESDAY, the 10th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 6th August, 1897. [1212]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on TUESDAY, the 10th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Returns/Tickets issued by this Company, to and from AUSTRALIA, are available for return by Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd July, 1897. [1216]

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FOR SAN FRANCISCO.

THE 100 A British Ship

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Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

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Hongkong, 4th February, 1897. [1244]

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THE 100 A British Ship

"HEATHBANK,"

McKinnell, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

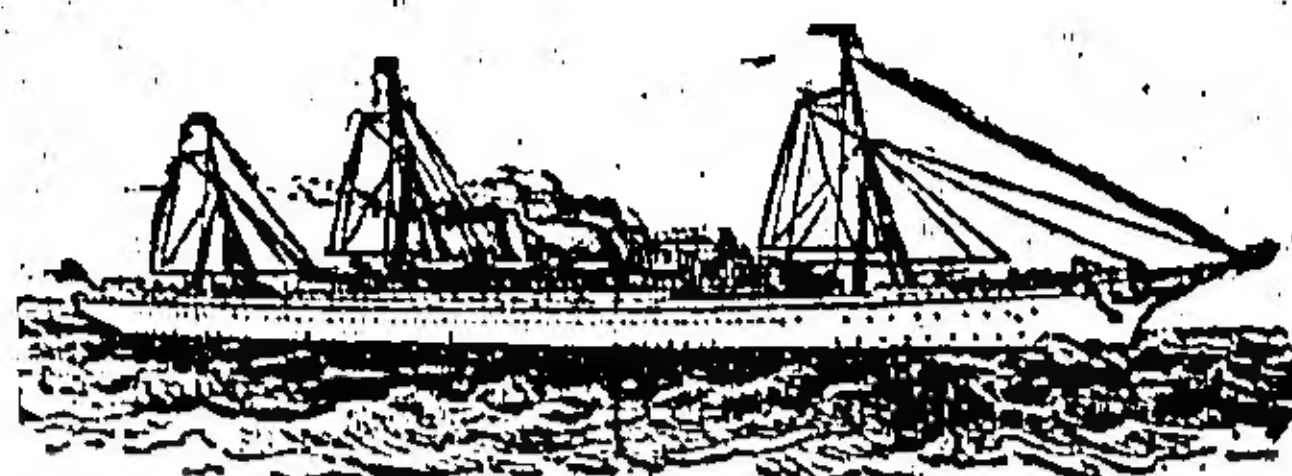
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Hongkong, 12th July, 1897. [1277]

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THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

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The Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on SATURDAY, the 14th August 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [12]

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Hongkong, 14th May, 1897. [127]

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